

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

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1. During 1952, it was observed at Pecnammunde airfield that there was intensive air activity by biplanes and transports which headed east. The single-engine aircraft and MiG-15s which were also stationed at the field made comparatively few flights, namely formation and school flying. The MiG-15s flew individually only.
2. In the year of 1949, the landing field and runways at the field were reconditioned and some wooden hangars and wooden workshops were erected in front of the destroyed hangars. After the railroad line to the field was repaired it was possible to ship the aircraft crates which arrived by rail to the hangars. A lighting installation for night flying was available. During the winter months and after heavy rain, only part of the field was serviceable as landing field and a portion of the runways were inundated. Therefore, the field was previously vacated during the winter months. In the winter of 1952/1953 it was observed for the first time that an air unit was stationed at the field. The complicated drainage system with several pumping stations had been damaged when the installations at the field were demolished. The Soviets who repaired the airfield filled the destroyed pipelines with cement so that the water could not run off. The motors of the water pumps were dismantled or stolen and the entire drainage system was filled with sand in the course of the years.
3. In late 1952, large quantities of construction material were hauled to the field where construction work on hardstands was performed by Soviets only. In late April 1952, the field was inspected. According to a Soviet naval pilot, General Chuikov also belonged to the inspection team. After the inspection, construction work was accelerated. The first MiG-15s arrived at the field, the number of personnel was increased, and the installation was taken over by the naval air troops.
4. On 16 June 1952, 10 flatcars with sideracks, loaded with jet fighter crates arrived at the field. On 17 June, an additional 8 flatcars with jet fighter crates and 6 closed freight cars arrived. According to shipping documents, the latter cars were loaded with equipment. [redacted] On 2 September, 6 flatcars with jet fighter crates and 3 boxcars with aircraft parts arrived.

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5. At the end of 1952, the field was occupied by 36 single-engine planes with a white-bordered red Soviet star, red propeller hubs, a horizontal white stripe and two vertical white stripes on the rudder assemblies.

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[REDACTED] A single-engine plane, 1 Yak-14 plane, 1 or 2 Li-2s, 2 or 3 Po-2s and 24 MIG-15s were also observed at the field. About 1,500 officers and EM were stationed at the field. Eighty percent of the EM were from 17 to 19 years old. All the officers, NCOs and EM wore naval uniforms with red-bordered black epaulets, or white-bordered black epaulets. The NCOs and EM wore the sailor's cap. The sailor jacket was of the same style as the earth brown army blouse but the sailor-collar was not worn by naval air force troops. About 20 percent of the NCOs and EM wore air force insignia. ¹

6. In late 1952, the artillery unit at the field had an estimated strength of 100 officers and 500 NCOs and EM. The latter wore earth brown uniforms with red-bordered black epaulets and artillery insignia. About 27 guns of an estimated caliber of 76.2-mm were assigned to the unit. Ten guns were emplaced on the northern edge of the field and the remaining 17 guns with 20 prime movers were observed near the barracks buildings occupied by the artillery unit. In October and November 1952, there was intensive activity by the artillery unit and alerts were practiced at various times. During the alerts, the guns parked near the barracks buildings were towed by prime movers to prepared emplacements where they were camouflaged. Occasionally, firing was practiced probably with training ammunition. The artillery soldiers also did much construction work. About 10 underground bunkers, each 8 x 5 meters were being built of stock timber and covered with earth in the southern section of the field. ²

7. The following supply shipments were observed arriving at the field:

Date in 1952	Shipment	From	To
	fuel and aircraft crates	fuel from Boehlen and Velten. [REDACTED]	[REDACTED]
15 May	2 closed boxcars with engines	Soviet Army [REDACTED]	
10 October	2 boxcars with flour	Satzkorn [REDACTED]	
27 June	20 boxcars with coal		
4 September	10 cars with briquettes	Borna	
12 October	1 boxcar with lighting gear and 2 flatcars with a concrete mixer, narrow-gauge field railway tracks and construction equipment	Bauunion Schwerin Andrejev	

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The name of Andreyev was repeatedly observed in connection with briquette shipments. 3

8. During the second half of 1952, the sentries guarding the field, particularly in the vicinity of the landing field, were considerably increased. Every morning, the guards were trucked to the landing field from their barracks buildings and relieved after 24 hours. The technical and flight personnel daily went by train from their quarters in Karlshagen to the airfield. After 15 December 1952, one train each departed from railroad station Lager Karlshagen at 7 a.m. and noon from the airfield at 11 a.m. and 5 p.m. The train on this line which consisted of a Diesel locomotive and 15 converted boxcars carried about 500 soldiers. In both directions the train was operated by German personnel as far as a point just southeast of the field where it was taken over by Soviets. Three motorboats parked in a boat shed next to the floating pier of the western harbor were also assigned to the air unit.
9. The main concrete runway at the field which extended in NE-SW direction had an asphalt cover. The second runway in SE-NW direction had a concrete top layer and generally was not used. East of the field there was a flying lane, filled with crushed stones and rolled cinders, which was also used as dispersal area for aircraft. Four additional lanes in the woods, covered with crushed stones and cinders were used as dispersal areas. A shed 3 meters square located at the western end of the main runway was occupied by the personnel of the alert planes.
10. According to an employee at the field, the personnel left the field by rail in early January, allegedly because the field was in danger of being inundated. The officers of the cadre personnel were probably transferred to Kolberg. New officers in naval uniforms individually arrived at the field. 4
11. In December 1952, the following officers were observed in Peenemuende:

Naval ground division

Chief of the supply unit	Major Baranov (fnu)
Deputy chief of the supply unit	Senior Lieutenant Kostishenkov (fnu)
NKVD	Major Zokolov (fnu)

Naval ground battalion

Supply officer	Sub-Lieutenant Kudravytsov (fnu)
Administrative officer	Captain Markov (fnu)
Paymaster	Lieutenant Knayezev (fnu)
NKVD Karlshagen	Senior Lieutenant Gubnikov (fnu); now employed as a civilian at the komendatura; his wife was employed at the battalion headquarters. 5

12. In December 1952, the following fuel shipments were observed arriving at Peenemuende airfield:

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Date in December 1952	Number of Railroad Tank Cars	From	To
16	8, including 2 with 32 tons each 3 with 18 tons each 2 with 16 tons each 1 with 13 tons each	Ruhland	
25	20, including 4 with 28 tons each 6 with 22 tons each 3 with 18 tons each 4 with 16 tons each 2 with 14 tons each 1 with 12 tons each	Ruhland	25X1C
27	14 including 1 with 29 tons each 4 with 19 tons each 2 with 18 tons each 2 with 17 tons each 1 with 16 tons 2 with 15 tons each 2 with 14 tons each	Velten	Peenemuende

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13. Between 27 January and 19 February 1953, source could not observe whether the field was occupied as the terrain was strictly guarded. New AA gun emplacements each with four guns were observed along the Peenemuende Harbor and east of the main fuel dump. Eighteen heavy AA guns and 20 prime movers were still parked near the barracks buildings. Several low wooden buildings were erected east of the old DF installation. A kennel for several dogs was located near one of the buildings.
14. After late January 1953, only one aircraft was observed at the field. The airfield seemed to be unoccupied. 4

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1. [] Comment. These statements generally confirm the scare information previously received from other sources. The inspection at the field in April 1952 was previously reported. Another previous report contained information on the arrival of MIG-15 crates.

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2. [] Comment. The large number of AA guns is also known from previous reports. It is believed that there are emplacements for all the AA guns observed, while only some guns are permanently emplaced. The presence of 27 AA guns is probably due to the large dimensions of the airfield, the barracks area in Karlshagen and the sea police station in Peenemuende.

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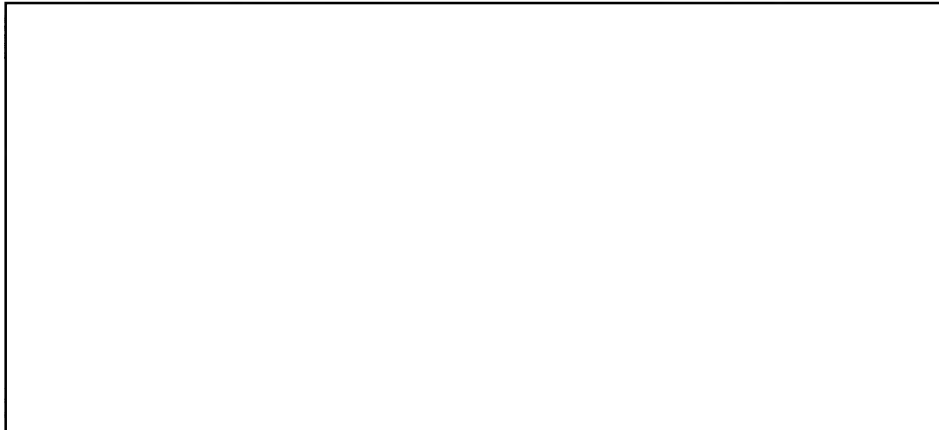
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4. Comment. The information that Peenemuende airfield had to be evacuated because of high water agrees with the statements of source 1 who reported that the drainage system was damaged and, therefore, the field was not serviceable during the winter months. The present location of the personnel is not known. It is possible that the unit was transferred to Kolberg where the headquarters of the naval air division is located.

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5. Comment. Major Zukolov and Lieutenant Knyazev are reported for the first time, while the names and ranks of the other officers are known from previous reports.

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6. Comment. From the large quantities of fuel which arrived at the field it is inferred that the airfield was evacuated only temporarily.

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